

MALICE AS A SIGN FOR OWNEY.

Policeman's Pistol Kills the Famous Travelling Dog.

BORN IN A POST OFFICE.

Spent Its Life in Travelling About the Country in Mail Cars.

ONE TRIP AROUND THE WORLD.

Always Chose His Own Route and Cars—Will Probably Be Stuffed for the Post Office Museum at Washington.

The news of the death of Owey, the famous Scotch terrier of the railway mail service, was received yesterday with regret by all connected with that department. He was killed in Cleveland on Fri-



"Owey," the Mail Clerks' Dog Friend, Now Untimely Dead.

day evening, after having bitten a brakeman and a policeman.

The dog was in a bad temper, caused, it is declared, by having been compelled to ride in a baggage instead of a mail car. The Superintendent of Mails at Chicago had recently issued an order that mail car privileges no longer be extended to him on that division. At the time of his death Owey was a collar to which were attached scores of badges and checks, showing the extent of his travels.

Superintendent V. J. Bradley, of the New York division, said yesterday: "He was a most remarkable dog. He was born in the Albany Post Office building about a dozen years ago, and followed the mails since he was able to toddle. The way in which, on entering a railroad station, he would instantly pick out the mail car from passenger coaches and baggage and express cars seemed to show more than mere instinct. When it was erroneously reported, some weeks ago, that the dog had been killed at Syracuse, I was requested, by the custodian of the Post Office Department Museum at Washington, to have the body stuffed and sent to the museum. I do not expect to take such action this time, however, as the dog was not owned by the division. Not improbably, though, the Washington Museum will be the resting place of the stuffed Owey."

Owey wandered about the country at his own will, and rarely remained in one place for more than a few days. On his passages through city and country he was often and justly hailed on riding on the seat beside the driver.

The dog, upon whose collar was the way, "I am a traveler, from Owey dog," has been in every portion of the United States, and his friends sent him a couple of years ago on a trip around the world. From San Francisco he went to the steamer to Yokohama, where he was well received by the mail men. In a street fight there "Owey" was once, but killed the other dog. He was then sent to Hong Kong, Shanghai and Singapore, and lay on a pile of mail bags as he called through the Straits. He was then sent to Liverpool, and then came once more to the United States.

NO MONUMENT FOR OWNEY

The Famous Railway Dog Interred in the Sepulchre for Common Curs.

Cleveland, O., April 18.—Owey, the great railway mail dog, went down to his grave unheeded and unheeded. When he met an outburst of face at the hands of a police officer at the Union Depot on Friday evening no one knew the celebrity of the canine.

Owey was carried away with a lot of ordinary curs to the common sepulchre. The rule of the city is very strict regarding dead animals, and the body of Owey was carried away within a few hours after death. The postal clerks in the railway branch thought of sending the dog to the cemetery, but the police officers at the Union Depot on Friday evening no one knew the celebrity of the canine.

Cycle Racing News.

Chicago's big road race, which is really a scramble more than a competition on account of the small margin, the crowd being so large, was held yesterday at the foot of Thirty-third street. The rider who won the Chicago is travelling in great luck, for speed and endurance are his strong points.

Down in Mexico ball fighting is being in public favor, and bicycle racing is taking the place of the former. The latter is being held at the foot of Thirty-third street. The rider who won the Chicago is travelling in great luck, for speed and endurance are his strong points.

John Hackles, better known as the "Dark Star," who has been making a name for himself by his successful invasions of Europe, is in training for the Irvington-Milburn road race, and each afternoon he is seen grinding his wheels upon one of the upper boulevards.

Frank Waller, of six-day fame, is keeping in the name of condition, and the "Flying Dutchman" will make a good deal of business at the coming season. The usual ceremonies were augmented by the celebration of the victory.

BOHEMIANS IN POOR FORM.

Harlem Oarsmen Think They Will Be Beaten in the Regatta—Many Shells Out.

Harlem oarsmen celebrated Easter Sunday with an imposing turnout of gigs, shells and barges. A penetrating east wind ruffled the river and chilled the oarsmen, but they put in a good day's practice nevertheless.

It was the subject of general comment that the Bohemian senior eight are pulling in poor form, and it is freely predicted that any eight that gets away in good shape will beat the husky Bohemians. The latter are not saying much, but saw wood very industriously. The Bohemian junior four certainly show very ragged work.

The Union senior eight attracted considerable attention by their smooth, even work. It is a pretty stroke, but the speed of the boat does not seem commensurate with the apparently good execution.

The Lone Star intermediate four made about as fine an impression as any crew that appeared on the river. The boat ran on an even keel, and never seemed to lose headway.

The Harlem Boat Club senior four, tipped as the probable winners of the event, May 31, shot their shell along at a great pace. Among other crews that took practice were the Metropolitan junior four, the Atlantic junior eight and the Wynoke junior four gig.

To-day the Dauntless, Union and Nonpareil rowhouses will be moved up to one hundred and fifty feet in the water. Arthur J. Myers, formerly of the Lone Star B. C., who became a professional as a result of engaging in gymnasium business, has been offered reinstatement in the amateur ranks.

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INDIGNANT FISHERMEN.

Object to the Bill Preventing the Digging of Sandworms on Nearby Shores.

The flounder train on the Harlem River Branch of the New Haven Railroad was poked and jammed with fishermen yesterday morning, bound for Flum's Point, Barchester, Bartow, City Island and Pelham, where the flounder is now running in large numbers, fat and fine. The conversation on the train was all about fish and fishing, and a storm of indignation was aroused when one man mentioned the fact that their sport might be interfered with should the bill which recently passed the Assembly to prevent the digging of sandworms on the shores of Queens and Suffolk counties become a law.

These shores are famous for their sandworms, which are the favorite bait for local fishermen, and if the law is enforced a fishermen's political party may be one of the possibilities next fall.

MABEL WINS THE OUTING CUP.

Has a Practical Walkover in the Model Yacht Race, Off Bay Ridge.

There is joy in the camp of the American Model Yacht Club, and W. H. Cole and his club mates are full of admiration for the brilliant little Mabel, that recaptured the Outing Challenge Trophy yesterday afternoon by defeating Cockroach and Thompson's speedy Bippo, representing the Wave Crest Club, and that, too, in two straight heats in the easiest possible manner.

The course was between an imaginary line outside of the breakwater of the Atlantic Yacht Club house, one-half mile to the westward, and the buoy at the foot of the bay on the starboard hand, two and two of three heats, all to be sailed the same day.

The breeze was blowing about eight miles an hour and the tide the first of the fleet when the yachts were sent away for the first heat. Cockroach, the Bippo, the starboard tack, close hauled and standing down toward Owl's Head in line to keep out of the strength of the tide. Mabel, the Wave Crest, was on the port tack, and at once, standing up beautifully. She went close close under the bluff and made a long leg to the outer buoy, which she touched nearly a minute in advance of her rival.

Sheets were started, and with her mainmast a white margin, the cockroach, who was on the port tack, was in a race here, winning easily.

Mabel also was the second heat and the cockroach, who was on the port tack, was in a race here, winning easily.

Yesterday was also the date scheduled for the opening of the American Model Yacht Club's house, at the foot of Thirty-third street. The usual ceremonies were augmented by the celebration of the victory.

Has Poughkeepsie Been Chosen?

Albany, April 18.—A telegram was received in this city today by a prominent Yale man saying it has been definitely decided by the joint committee from Harvard, Yale and Cornell to row the June races at Poughkeepsie.

CORBETT SAYS HE WAS A FLOPER.

Claims the Timing of That Sixth Round Was Incorrect.

COMES TO TOWN QUIETLY.

Relies Upon the Kinestoscope to Support His Reputation as a Fighter.

There was no blast of trumpets to greet James J. Corbett yesterday noon as he left the train that had brought him from Philadelphia to New York. It was in a closed carriage, instead of with a coach and four, that the ex-champion drove from the ferry to the rehearsal of his company at the Academy of Music, where he will appear to-night. And it was in a very quiet manner that the big fellow met his friends and talked over the event of the 17th of March last and his prospects for the future.

"I have no reason for coming back to New York with the air of a conqueror," said Corbett quietly. "No processions and banquets now. Leave all that for Fitzsimmons. I was beaten fairly and squarely and I do not claim any of the honors that pertain to the championship."

"Yes, I was beaten fairly," he resumed after a moment's pause, "but—with emphasis—"I know I'm the better man. 'I'll leave it to any man who says the fight. Didn't I have Fitzsimmons whipped? Didn't I have all the best of it until that last blow that he gave me? It was a dull, and the luckiest fluke in the history of the prize ring. I'll tell you right now that Fitzsimmons doesn't know to this day how he happened to be the most surprised man in the whole arena."

Incorrect Timing.

"If that kinestoscope business turns out, I don't want anything better than to see Fitzsimmons's face when he looks at the pictures. If he doesn't realize now what a lucky man he is he will begin to think and think and then he will see him punched all over the ring, and especially in that sixth round."

Mr. McDonough has had something to say about that round. It appears that James J. Corbett, of Boston, who was his time-keeper when I met Fitzsimmons, says that the Australian was down more than ten seconds, and that he could have protested the timing right then, in which case he would have won the fight; but he was so sure that I would win, anyhow, that he let the opportunity slip.

"Well, that Duke of Fitzsimmons's put me out all right, and I'm not kidding. 'Fitz' has got to fight me again. I'm going to force him to fight. He's left the ring? Now look here! In San Francisco Fitz said he was through with the prize ring? Now look here! In San Francisco said he would fight again. Now, who has a better claim than I have? He tells me to get out of the ring. Now, just let him look at the kinestoscope. There's something to support my reputation."

Wants Ten More Rounds.

"Now look here," warmly—"I'm ready at any moment to post \$5,000 in the hands of any reputable club outside of New York that will put up a purse. Then I'll challenge Fitzsimmons to fight for ten more rounds. If I don't knock him out inside of ten rounds he gets the whole thing, purse, forfeit, go home."

"If he accepts, there will be only one result. There will be a repetition of that sixth round out at Carson, only with different timing, and James J. Corbett can come into New York in a private car with banners on both sides of it."

"That's right," interposed Brady, "and I'll take the side of my old man." By the time Corbett was ready to leave the Academy of Music quite a crowd had gathered at the door to see the man who had been whipped by a prizefighter stepped into a cab they cheered loudly for the ex-champion.

While in New York Corbett will stop at No. 104 West Hundred and Twenty-third street. He is to play a week's engagement here and then go to Boston.

SOME SUNDAY CLUB RUNS

Many Bicycle Organizations Visited Grant's Tomb and Claremont to See Sunday Afternoon's Sights.

Thousands of cyclists, Mayor Strong and hundreds of new Easter bonnets visited Claremont yesterday. The objective point of nearly all of the unattached cyclists in Greater New York was Grant's tomb. Many of the clubs made runs to the same place.

The Lincoln Wheelmen enjoyed a fine trip across from Brooklyn to Riverside Drive, and a large detachment from the Gotham Wheelmen followed them later. While the Mayor's Wheelmen had a fairly appointed run, several of the members rode to see the wheel sights on the banks of the Hudson.

Early in the morning the Century Wheelmen of New York started to Coney Island on the first initial run of the season, while the Hudson Wheelmen pushed their way to Tarrytown.

The Manhattan Bicycle Club made a run over to the Hudson River, to Huguenot, where dinner was served. The trip was excellent riding and a good time. The Long Island Wheelmen paid their first 1897 visit to a dozen runs to the Hudson County Boulevard.

FASTEST AMATEUR RIDER.

Irwin A. Powell, of the New York A. C., Comes Very Near Being at the Top of the Heap.

Irwin A. Powell, the crack rider of the New York Athletic Club, comes very close to being, if he is not, the fastest real amateur rider in America to-day. It is predicted that he will make good his title in the amateur championships which will be contested at the national meet of the L. A. W., to be held in Philadelphia August next.

Powell is a member of the cycle racing team of Columbia College, and as such will be a most probable factor in the L. A. W. A. A. championships, scheduled for June 5 at Manhattan Beach. This rider burst into view last year on the New York State circuit, and had an almost uninterrupted series of successes until he fell at Albany and broke his collar bone, which accident compelled a retirement for the season.

Powell is twenty-one years old, weighs about 155 pounds in condition, and is 5 feet 11½ inches in height, with a chest expansion of nearly 41 inches. He is blessed with very long legs, and is capable of a reach of 37½ inches from saddle to pedal at its lowest extremity. From the knee cap to the bottom of the heel he measures twenty-three inches, or about two inches beyond the average. As a lever, he has a considerable advantage over most riders on account of the two inches of extra leverage.

In the course of a recent conversation Powell said: "I have not yet decided whether I will



Naturally Tucker was easy on his horses yesterday, but enough was seen of them to make it certain that they look remarkably well and forward in condition as compared with most of the horses hereabouts. Halma looks splendid, though still a long way from a race. He came down the hill yesterday "full of beans." Tucker is hopeful that this good horse may train this season, but says he "don't much believe in cripples. When you come to ask 'em the final question, thinking you've got them up to a race, that's the time they generally go and all your trouble is wasted."

A Big Crowd on Hand.

The morning air was very keen and penetrating, and even when the sun was fully up the atmosphere was not warmed up any too much, so that the leeward side of a building was preferable. A big crowd put in an appearance, among them George E. Smith (Pittsburg Phil), Dave Gideon, W. W. Wadsworth and one or two others. There was also a considerable city division around the judges' stand. The track was surprisingly good, though not fast, which was due to the heavy sand that had been blowing since the rain of Saturday.

C. Hughes was active with the Bromley and Featherstone stable. The handicapper candidate, First Mate, was over in the last, and his arrival caused no small degree of excitement. The son of Fonso and Shipmate is a grand liver chestnut, with considerable white markings on his legs. He is in rare condition, but a mane kept very long and thick and a long, heavy tail spoil a contour that would otherwise be very clean-cut and breezy. He is a horse of remarkably direct action, though at that a trainer of long experience in the West remarked yesterday: "He's a typical quarter horse to look at." It is a fact that on his appearance "First Mate" was looked at as if he were lightning bolt, and he was beside him for a short distance, does not impress one as likely to stay. He has, however, beautiful manners and disposition.

First Mate Handled Carefully.

First Mate was not asked to do very much. With a big colored lad on his back he was sent a mile from the stand at a two-minute gait. He was not the least rank, but loped along easily the whole way, turning off the furlongs in the best of style. He was a mile in company at moderate speed. Orton, Canewood, Free Advice and Jim Baker did routine work, old Nick, ex-champion of Guttenberg, being absent. W. Patrick was the first trainer out, and his horses did some pretty lively work. He clipped Aure and Contractor a mile in about 1:58, the latter gelding being sent a mile in 1:55, and Divide five furlongs in 1:08½. Divide was worked alone and plainly did not like it at all, setting very rank and unstable. Domitor and Hanlon, had a long career. Neither is a beauty, being of the ewe-necked, big-headed persuasion. Domitor, rather recalls Harry and Ego, a two-year-old, fondly remembered by the mile in company at moderate speed. 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